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Hongkong Daily Press.

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No. 14,237 號七十三百五千肆萬第 日三十月九年十二緒光 HONGKONG, WEDNESDAY, NOVEMBER 11th, 1903 三拜禮 號壹十月壹十年叁零百九千壹萬港香 PRICE, 3 PER MONTH

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PER ONE DOZEN PINTS.....\$2.75
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10.30 a.m. to 11.30 a.m. Every 15 minutes.
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12.45 p.m. to 1.30 p.m. Every 15 minutes.
1.30 p.m. to 2.45 p.m. Every 15 minutes.
2.45 p.m. to 3.30 p.m. Every 15 minutes.
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4.30 p.m. to 5.30 p.m. Every 15 minutes.
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12.45 a.m. to 1.45 a.m. Every 15 minutes.
1.45 a.m. to 2.45 a.m. Every 15 minutes.
2.45 a.m. to 3.45 a.m. Every 15 minutes.
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SPECIAL CARS by arrangement at the Company's Office, 38 & 40, Queen's Road Central.
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Casks of 375 lbs. net \$4.75 per Cask ex Factory.
Bags of 250 lbs. net \$2.85 per Bag ex Factory.
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Excellent Cuisine.
Every Convenience for Tourists.
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Canton, 1st October, 1901. [21977]

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ELGIN ROAD, KOWLOON.

35 Bedrooms, excellently furnished.
Bath to each room.

Dining-room and Cuisine under strict
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European and American Wines, Spirits, and
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Terms: \$4 to \$7.00 per day; \$75 to \$120 per
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Hongkong, 6th May, 1903. [23085]

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AT FULL PRICES, ANYTHING PURCHASED OF US THAT DOES NOT TURN
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Hongkong, 7th November, 1903. [2338]

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Hongkong, 21st September, 1903. [2354]

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HONGKONG DISPENSARY.
ESTABLISHED 1841.

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Correspondents must forward their names and a
address with communications addressed to the Editor,
not for publication, but as evidence of good faith.
All letters for publication should be written on
one side of the paper only.
No anonymous or signed communications that have
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The Daily Press.

HONGKONG OFFICE: 14, DES VŒUX ROAD 31.
LONDON OFFICE: 131, FLEET STREET, E.C.

HONGKONG, 11th NOVEMBER, 1903

NO SURPRISE will be felt at the fact that the report of Germany's promise to Russia of active support in the Far East is doubted. The rumour may be surmised to have had its origin in St. Petersburg. It is a couple of weeks now since it was intimated in telegrams from Europe that the German Press was looking coldly on suggestions that such an agreement would be the outcome of the meeting of Kaiser and Tsar, and although the tale has been revived several times since it has never been traced to any trustworthy source. It has been semi-officially stated on many occasions that Germany has no interests in Manchuria, and is averse to taking any steps which would be likely to compromise her in the wrangling over the province. In accordance with the German interpretation of the Anglo-German agreement respecting the integrity of China, "this is a logical attitude, and what inducement Germany could have to depart from it to such an extent as to bring in sight the possibility of Germany having to go to war to support Russia it would be indeed difficult to imagine. Particularly at this time it might be thought that the statesmen of Berlin would be unwilling to embark on a line of policy distinctly threatening to Great Britain. The latest of these which we have seen is one from the pen of Professor Thronon Mommsen, the celebrated historian, jurist, and politician, who died since writing the article which appears over his name in the first number of the new Independent Review.

This article is headed "Ein Deutscher an die Engländer" in English "A German's Appeal to the English." This article attracted, it seems from the recent mail papers, no little attention, not only in England but also in Germany and in France. The aged professor asked why it is that the wholesome and necessary criticism which all nations exercise towards one another seems to degenerate into race hatred. He had no doubt himself that this was brought about by the late war in South Africa. The vigorous expression of German feeling, wrote Mommsen, could not but give offence in England, but he asked if it is too much to ask to-day that Englishmen should understand these feelings in Germany. He admitted that Germany has her national feeling—"Pan-Germans" is their name in our country, he adds—who believe in a special Teutonic Adam, concentrating in his own person all the glories of the human spirit. But, Mommsen claims, the Germans feel themselves more nearly akin and in every respect more intimately allied to the English than to any other nations. "The English language is, after all, in its main elements Saxon; and SHAKESPEARE has been the spiritual deliverer of our country, and in fact the father of its poetry." The article continues:—

"Nor is the attitude of Germany to the 'new English Imperialism' in any way a hostile one. From a large point of view, every increase of the weight which England asserts in the politics of the world is certainly no disadvantage for the future of Germany. If England, by drawing closer the unity of her Empire, succeeds in warding off the dangers which the last war in particular has disclosed, that will no more injure our vital interests than English interests were injured by the conversion of the German Zollverein into the German Empire. We may hold fast to the hope that, in the fearful crises which our civilisation will probably have to meet, England and Germany will stand together as they did once, when, at La Belle Alliance, they united to put a term to the preponderance of France."

A French comment on the above, found in the Paris Temps, is amusing. The writer says:—"After annexing the English language and WILLIAM SHAKESPEARE Professor Mommsen concludes by offering with one hand an olive branch to Mr. JOSEPH CHAMBERLAIN and by pointing with the other towards Waterloo and the French frontier." Yet the majority of thoughtful Britons must echo that Mommsen's wish, which he utters in the last sentence of his article, and which is therefore his last word to us, may not be incapable of realisation. "Still I hold the creed," he said, "that German and Englishman are destined to go forward hand in hand." This appeal seems to have been read with mixed feelings in Germany, many holding with the Berlin Post that it unduly blames Germany for Anglo-German coolness, and that its publication is only to be regretted by all true Germans. The French journal Le Matin, on the other hand, looks on the article as a patriotic appeal addressed to the English, entreating them to forget the wounds inflicted on their amour propre by Germany during the South African war. "This new eloquent cordiale seems to have for its openly avowed object to counteract the effect of the recent Anglo-French demonstrations," says the Matin. Possibly this is the juster view, or rather Professor Mommsen probably wrote with a double object. In any case, his last word deserves to be read and thought over. It is not without a certain pathos, now that the illustrious writer is dead.

The English mail of the 10th October was delivered in London on the 7th inst.

Mr. C. Rivett Carnac, Financial Adviser to Siam was taken as far as Singapore on his way to Siam by the P. & O. s.s. Chusan.

Mr. W. R. D. Beckett has been gazetted as H.B.M. Consul for Bangkok and all Siam not included in the consular districts of Chingmai and Kedah.

The Russian military authorities have recently bought as much as 50,000 more (8,333 acres) of land near Moukdan for the purpose of building barracks thereon.

The following appointment has been announced at the Admiralty:—Assistant Paymaster.—B. W. G. Cook, to the Ramble, temporary, as acting paymaster, to date October 2.

The visitors to the City Hall Library and Museum for the week ending 8th November, were 228 non-Chinese and 98 Chinese to the former, and 73 non-Chinese and 1,985 Chinese to the latter institution.

In connection with the anti-Roman Catholic Crusade in Nanchai, Chekiang, the French are said to have made the following demands from the Chinese authorities: (1) The punishment of local authorities. (2) The capture and punishment of the leader of the riot. (3) Indemnity for buildings of the mission destroyed. (4) Indemnity to families of converts killed. Another account says that there is a fifth clause "not disclosed," but believed to be the most important of all.

Captain H. J. Crocker, R.M.L.I., who has been serving on the battleship Ocean, is transferred to the battleship Glory, for duty, as intelligence officer on the China Station, in succession to Captain P. Moley, R.M.L.I., whose term of appointment expired on October 31st.

After being banished for many years to rural villages, the oil lamp for street-lighting purposes is now taking its revenge by invading such fashionable places in London as Whitehall, Place and Portman Square. The vast improvement in oil lighting which makes this possible has been brought about, says the Sanitary Record, through the utilization of the incandescent mantle and the vaporising of the oil by means of a simple mechanism forming part of the lamp. The invention is American. The illumination exceeds that given by the ordinary electric arc lamp. Here is an idea for Hongkong.

Three cruisers for which the Admiralty invited tenders have been placed as follows:—One with the Fairfield Company, Glasgow; one with Armstrong, Whitworth and Co., Newcastle; and one with Vickers, Sons, and Maxon, Barrow. The cruisers will combine in their construction the armament of a battleship, and the speed of a first class cruiser. They will be the most formidable yet constructed. Their length will be 490ft., with a displacement of 13,020 tons, while their engines will show 24,000 indicated horse-power, giving a speed of 21 1/2 knots per hour.

It is reported from home that the Headmaster of the Leys School at Cambridge, who has been acting for the Committee of the English School at Shanghai, which is composed of both foreigner and Chinese, has been appointed as first headmaster Mr. W. Sheldon Ridger, B.A. A European first assistant is likewise to be sent out, and it is expected that the school will commence work in February next. The school is fitted for over 400 boys, and has been built at a cost of £5,000. The Municipal Council has contributed a site of two acres in the northern district of the settlement. The building will be fully equipped, lighted with electric light, and the latest improvements of all descriptions.

An Associated Press despatch of the 8th ult., containing the news of the signature of the U.S.-China commercial treaty, ends as follows:—"Great satisfaction is expressed at the State Department at the outcome, as it makes certain the opening of two ports in Manchuria to the United States, no matter what the result of the negotiations for the evacuation of that country by Russia may be. The assurance that Russia has previously given, adherence to which this country would insist upon, is that the treaty arrangements made with China, covering Manchurian ports, will be binding upon the Russian Government." This statement is apparently one of those semi-official communications frequently made to the Associated Press by the State Department at Washington.

At a meeting of the Straits Settlements Association held on the 30th September, in the offices of the Tanjong Pagar Dock Company in London, Mr. Wm. Adamson, C.M.G., presiding, it was decided that the next Straits dinner should be held at the Whitehall Rooms, Hotel Metropole, on the 2nd December. It was unanimously agreed, that the guest of the evening should be the Governor of the Straits Settlements, Sir Frank Swettenham, and that a telegram inviting him should be despatched to Singapore. The following were appointed the committee to carry out the necessary arrangements for the dinner: Messrs. Wm. Adamson, C.M.G., L. Fraser, Graham Paterson, J. Henderson, S. L. Carr, and L. Huttenbach. The chairman of the evening at the dinner will be Mr. W. G. Galland.

The Law Times points out that some of the comments of the English Press as to the light sentence passed on Madame Humbert for her swindling career betray a very imperfect appreciation of its nature. Five years' reclusion or solitary confinement, as it is understood in France, is not only a rigorous, but a terrible penalty. The English code offers no parallel to it, and it is probable that a life sentence of penal servitude in England would be far more easily endured. The solitude of the prisoner in reclusion is all but absolute. The strictest silence is enforced. Presumably the consolations of religion, whatever they may amount to in so dreadful a situation, are not entirely withheld: otherwise the prisoner is forbidden to speak even to his guardians. Books and writing material are denied to the prisoner undergoing this terrible penalty, and—this must be almost the worst infliction of all—the most complete idleness is enforced. No employment of any description may mitigate the appalling vacancy of days, weeks, and years. Half an hour's exercise is allowed daily in a hood which covers everything except the eyes.

RECLAMATION WORK AT KOW-
LOON.

That big slice of harbour lying east of the Kowloon wharves recently cut off by a sea-wall constructed by the Hongkong Land Reclamation Company, Limited, is rapidly being filled in. The railway with its small steam-engine and ballast trucks is worked hard bringing earth from the hills behind the Hungshom slaughterhouse, and also from the mound upon which the Kowloon signal-station stands. As a new Government road is being cut beneath the signal-station, the work of the Reclamation Company has the threefold effect of reclaiming land, making a new road, and levelling ground in Hungshom. A portion of the reclamation is expected to be finished in February and the remainder about a year later. The property belongs to the Hongkong Land Reclamation Company, Limited, and very valuable property it will be.

TELEGRAMS.

"DAILY PRESS" SERVICE.

FATAL SINGAPORE
ACCIDENT.

SINGAPORE, 10th November, 1.15 p.m.

DEATH OF A CONSUL.

The Turkish Consul here, Atoula Bey, jumped from a runaway gharry, retreating from the ceremony at Government House last night, and was killed.

REUTER'S SERVICE.

THE UNITED STATES AND PANAMA.

LONDON, 7th November.

Mr. John Hay (U.S. Secretary of State) has issued a statement defending the United States recognition of the independence of Panama as most strictly in accordance with justice and equity, and the only course possible in view of the fact that the right of control of the Isthmian transit was conferred by the treaty of New Granada in 1846 and had now become of transcendent importance to the United States through the acquisition of Hawaii and the Philippines. It was the failure of Colombia to ratify the Canal Treaty that caused the revolt of Panama. President Roosevelt's course was thus clear, viz., to prevent encounters calculated to impede the transit of the Isthmus and to recognise the established Government. President Roosevelt consequently advised a peaceful settlement and had notified the world that the United States would no longer allow bickerings in Panama.

INDISPOSITION OF THE KAISER.

LONDON, 8th November.

The Kaiser has been successfully operated upon for polypus in the larynx; the polypus has been removed. The medical report emphasises the fact that the nature of the polypus is non-cancerous. The morning bulletin stated that the Kaiser had passed a satisfactory night, with temperature almost normal.

GERMANY AND RUSSIA IN THE
FAR EAST.

LONDON, 8th November.

The report that Germany has promised Russia, her active support in the Far East is doubted; it is believed that the main outcome of the conference between the Tsar and the Kaiser was the promise of German support to the Austro-Russian reform scheme for Macedonia.

FOOTBALL.

This afternoon on the Happy Valley the Hongkong Football Club will play the Royal Engineers. Kick-off at half-past four. The following will play for the Club:—F. H. Kew, goal; H. C. Austen and E. F. Ansell, backs; H. C. Gray, J. W. C. Bonner, and J. M. F. Foster, halves; W. H. Williams, H. A. Breat, C. R. S. Cropper, J. D. Farby, and C. Humphreys, forwards.

DISCOVERY OF A DANGEROUS
SHOAL.

Commander Vaughan Lewis, H.M.S. Fearless, reports having personally surveyed and sounded a dangerous shoal at the eastern entrance to Singapore Main Strait South Channel. The shoal consists of coral and lies in 1 degree 16m. 7s. North latitude and 104 degrees 23m. East longitude. It is 50 yards long in a N. N. W. direction and 30 yards broad. Least depth obtained was 3 fathoms low water springs with other pinnacle heads of four and five fathoms having eight to eleven fathoms in amongst them. Close around and surrounding the shoal are irregular depths of twelve, fifteen and twenty fathoms. The shoal is known as Carter shoal.

FUNERAL OF MR. W. MCGREGOR.

At the Happy Valley yesterday evening the funeral took place of Mr. W. McGregor, overseer in the Public Works Department, whose sad death as the result of a shooting accident in the New Territory has been already reported. A large number of friends of the deceased followed his remains to the graves and the coffin was carried from the house into the cemetery by six of his colleagues on the P.W.D. staff, namely Messrs. J. Coyle, E. Dougherty, I. A. Whool, G. W. Kynoch, J. H. Barrington, and Cole. There were present the Hon. W. Chatham, Director of Public Works, Mr. P. H. Jones, Assistant D.P.W.; Chief Inspector H. G. Baker, Inspector W. L. Ford and W. G. Warneck, Sergeant Lee, Sergeant Hill, Sergeant Clark and many other members of the Police Force; Inspector A. Lawrence of the Naval Yard Police; Mr. W. M. Deas of the Kowloon Docks and many Messianic brethren. Rev. C. H. Hickling of the Union Church conducted the funeral service, and delivered a most impressive address. After the last honours had been paid to the dead, Rev. Mr. Hickling shook hands with Sergeant Lee and expressed every sympathy with him in his sorrow for unwittingly being the cause of his friend's death. The grave was covered with wreaths.

BOWLING.

CLUB GERMANIA V. CANTON.

The German Club on Monday took over a team of four bowlers to Canton and played a match on the Shamen against the Canton Club. The game was very exciting, as the home team led on the first two alleys, but some excellent bowling by the Germans at the end, coupled with a break down on the Canton side, gave the visitors from Hongkong a victory by 100 points. The Canton men intend to pay Hongkong a visit after the 12th prox. (when the Germans and the Hongkong Club meet) and play a return match. The scores were:—

CLUB GERMANIA	CANTON.
J. Whitten ... 785	O. Becker ... 788
J. Wacker ... 722	C. Allers ... 701
A. Kumbach ... 688	P. Suedhaus ... 646
A. Thiesen ... 636	E. Hug ... 596

2831 2731
It is proposed to make the match a regular institution and have a challenge shield.

ROYAL HONGKONG GOLF CLUB.

CAPTAIN'S CUP.
The following cards were returned for this competition from the 7th November to 9th November:—

Mr. J. Douglas ... 83 — 12 = 71	
Capt. Radford ... 80 — 15 = 71	
Mr. H. W. Slade ... 83 — 18 = 78	
Mr. K. McK. Ross ... 80 — 14 = 76	
Mr. A. C. Butt ... 95 — 18 = 77	
Mr. W. J. Saunders ... 84 — 15 = 79	
Mr. E. J. Griest ... 84 — 3 = 81	
Mr. E. V. D. Parr ... 96 — 15 = 81	
Mr. A. J. Williams ... 96 — 15 = 81	
Mr. C. E. H. Reavis ... 82 — 15 = 83	
Mr. N. J. Stabb ... 97 — 14 = 83	
Mr. J. Rodgers ... 101 — 16 = 85	
Dr. Urwe ... 99 — 10 = 89	

34 entries.

There were 20 entries for the Pool, with the following result:—
Mr. Douglas ... 83 — 12 = 71
Capt. Radford ... 80 — 15 = 71

THE GOVERNOR OF KWANGTUNG.

H. E. Cheung Yau Chai, the new Governor-General of Kwangtung, arrived here yesterday morning at half-past seven in the China Merchants' s.s. Hsin Fung and boarded a Chinese gunboat for passage to Canton. The staff accompanying H. E. numbers seventy, twenty-six of whom were cabin passengers. Dock passengers aboard the Hsin Fung altogether numbered 100. Two gunboats came down from Canton on Saturday, and another on Sunday to await the arrival of H. E. and escort him to Canton. They were the Kwong Hing, Capt. Hoo Sai Chong, the Shin Hung, Capt. Lin Chiao Chuen, and the Kwong Kam, Capt. Bok Siu Ching.

The Hsin Fung left Shanghai, where H. E. had been waiting for some time, on the 6th inst. with 300 tons of cargo and a mail for Hongkong. Captain Mackinnon reports strong N.E. monsoon on the passage down. After the ex-Governor of Kwangtung is relieved the Hsin Fung will take him to Foochow.

BAD GAS.

A correspondent sends as the following cutting from a well known home paper with the remark, "I think it would be well to quote giving a broad hint to our local Gas Company re their present supply of bad gas:—

INFERIOR GAS.—At Bow Street Police Court on Monday, the Gas Light and Coke Company were summoned for supplying gas of less illuminating power than sixteen candle-power. Mr. Jesse W. Godfrey, who supported the summons on behalf of the London County Council, said the gas was tested on July 27 inst. at the testing-station, Spring Gardens, and it was found to be of only 15.42 candle-power. The company appealed to the Chief Gas Examiner, but they had since withdrawn that appeal. A representative of the company said they would plead "Guilty" to the summons, and the Magistrate imposed a fine of 40s. and £2 4s. costs.

LATEST STEAMER MOVEMENTS.

The M.M. steamer Armand Behic, with the next French mail, left Singapore on the 9th inst. at midnight, for this port via Saigon. The P.M. steamer Siberia, with mail, &c., from San Francisco to the 23rd ult. via Honolulu, has arrived at Yokohama on the 9th inst. two days ahead. She sails again from Nagasaki direct to Manila on the 13th inst.

The C.P.R. steamer Athenian arrived at Nagasaki at 4 p.m. on the 9th inst., and left again at midnight, same day for Kobe, where she is due to arrive at 9 a.m. on the 14th inst.

The silk ex-C.P.R. steamer Tartar, from Hongkong on the 7th ult., arrived in New York on the 9th inst.

The Indo-China steamer Laisang left Calcutta for this port, via the Straits, on the 7th inst., and may be expected here on the 23rd inst.

The C.N. steamer Changshai, from Australian ports, was delayed in Manila on account of bad weather, but left there on the 9th inst., and is expected here to-morrow, p.m.

The C.N. steamer Hupek, from Cebu and Iloilo, left Iloilo for this port on the 9th inst., and is expected here on the 13th inst.

The N.Y.K. steamer Kanagawa Maru (European Line) left Shanghai for this port on the 8th inst., and is expected here to-morrow, a.m.

WEATHER REPORT.

The Hongkong Observatory yesterday issued the following report:—

The barometer has risen over China, and the Philippines, fallen again in Japan. The depression in the Pacific has continued to move slowly Northwards, and seems to be now lying a little to the Eastward of the Hainan Channel.

Another depression appears to be passing from the continent into the N.E. part of the Sea of Japan.

A high pressure area lies over Central China, N. and N.E. gales in the Formosa Channel, and N.E. part of the China Sea.

Forecast:—Strong S. winds; fine.

HONGKONG LETTERS VIA THE
SIBERIAN ROUTE.

On enquiry yesterday morning at the Post Office, we were courteously furnished with the following information regarding the sending of Hongkong letters via the Siberian route.

The Hongkong Post Office, after hearing that the British Postal authorities had agreed to the Siberian Railway's terms for sending mails to and from the East by the overland route, wired to ask if letters could be sent with penny (4 cents) postage and received an affirmative reply. Evidently, therefore, letters can be sent from England to Hongkong via Siberia with a penny stamp, and a 2d stamp, as has been reported, is not necessary.

The terms of the Siberian Railway are 15 francs per kilogram. The British Postal authorities would not agree to this rate at first but in the end gave in, accepting the offer provisionally till after the International Postal Conference at Rome next year when some more satisfactory arrangement may be arrived at.

In a kilogram, roughly, there are 100 letters at 4 cents per letter; therefore the Post Office receives 84 per kilo, and 84, roughly, is the equivalent of 10 francs. As it costs the Post Office 19 francs per kilogram (15 to Siberian Railway, 2 francs to Germany, and 2 francs to France), they are at a dead loss of roughly 9 francs per kilogram. Letters are sent via Brindisi for 13 francs per kilo, or, roughly, at a loss of 3 francs. Italy charges 1.70 francs, France 2 francs, and the shipping companies the remainder.

About five days are saved by sending letters via Siberia, or in other words letters take only 23 days in transit as against 28 days when sent by sea. Thirteen days of this are occupied by the railway part of the journey in Russia alone. On the mail arriving at Moscow, the bags are forwarded by the German-Paris mail-train. When saying that it takes 25 days to send a letter by the sea route, it is meant that 28 days is the usual time—the last P. & O. mail took roughly 28 days—but as a matter of fact it is claimed that it can be done in 20 days. No doubt it can, but it never is; often, indeed, the mail takes 29 days.

A gentleman in the Russo-Chinese Bank has received a letter from Paris via Siberia in 23 days. The Russian railway authorities are taking measures to accelerate the service. On account of the great expense of sending mail bags via Siberia, the Post Office has decided not to accept anything for that route except fully paid letters. Newspapers and samples will only be sent by sea, and letters requiring to be taxed on account of their being unsufficiently stamped will also be sent only by the sea route.

Mail bags via Siberia will be close sealed and in no way tampered with by the Russian authorities. As it will take about three days less for letters posted at Shanghai to reach England than those posted at Hongkong, that port recently, three days more distant from England than Hongkong is now the reverse.

SUPREME COURT.

Tuesday, 10th November.

IN SUMMARY JURISDICTION.

BEFORE HIS HONOUR A. G. WISE
(PUENNE JUDGE).

PARTY WALL DISPUTE.

Wong U Kai, owner of 71, Jervois Street, sued Wong Choi Lam, owner of 69, Jervois Street, for \$838.12, being half the cost of rebuilding the party wall between these two houses. Mr. G. K. Hall Brutton, solicitor, appeared for the plaintiff, and Mr. F. X. d'Almeida Castro, solicitor, for the defendant.

Mr. Hall Brutton in opening the case said that the party wall had been pulled down and rebuilt, and an agreement was entered into between the plaintiff and the defendant that each should pay one-half of the cost of the work. Plaintiff had written to defendant for payment of his share, whereupon defendant replied that he had already paid his share to the contractor.

His Lordship asked if Mr. d'Almeida admitted any agreement?

Mr. d'Almeida said his client averred he did not know the plaintiff, and had never seen him. He agreed with the contractor to get the work done for \$600; and it had been done and paid for.

Evidence was called.

Mr. E. M. Hazeland deposed that he was the architect in connection with the pulling down and rebuilding of 71, Jervois Street. The wall between 69 and 71 was a party wall. The total cost according to his estimate was \$1,993.44. He did not know personally any agreement being come to between plaintiff (his client) and the defendant with regard to the payment of the cost of the work.

Wong U Kai, the plaintiff, said the contractor with whom he bargained was Fung Yung, of the Sing Kee shop. He left the agreement about the defendant paying half the cost of rebuilding the party wall to Wong Lai Shan, of Mr. Hazeland's office. When the work was completed he paid the contractor in full. Later a letter was written to the defendant asking for payment of half the cost, and an answer was received that the defendant's proposition had been paid to No. 71, Jervois Street. Witness was the owner of No. 71, Jervois Street, and neither he nor anyone on his behalf had received this money.

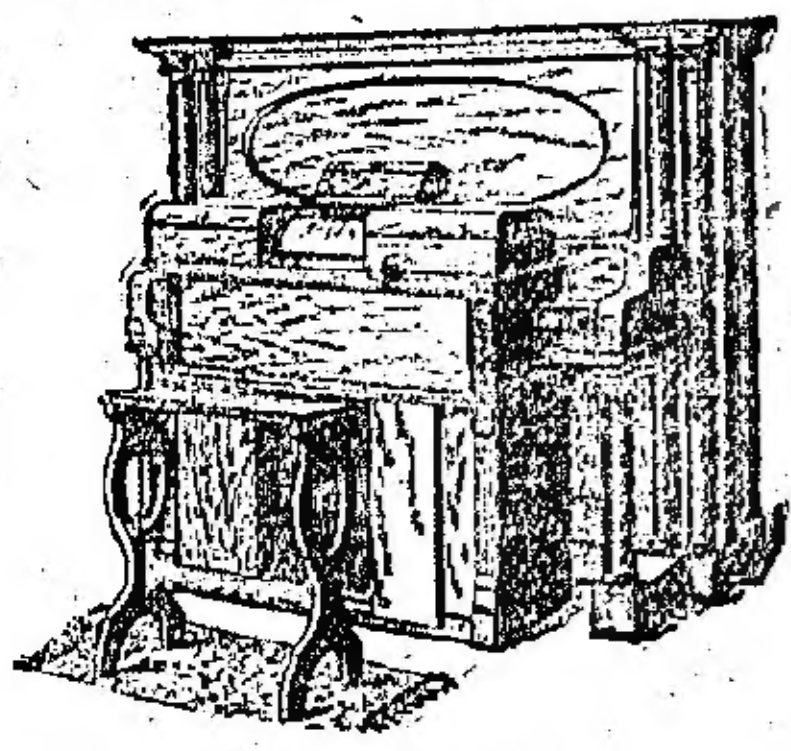
Cross-examined—The house No. 71, Jervois Street was burned down and was rebuilt by the insurance company. It was insured for \$3,000 and was rebuilt for \$5,000. After he gave instructions to Mr. Hazeland for the rebuilding

THE ROBINSON PIANO COMPANY, LIMITED

NOTE.

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Goods.
Our NEW MUSIC STOCK has arrived.



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THE BEST OF ALL

THREE STYLES:
PRICE FROM \$150 UP.

PATTI ENDORSES THE APOLLO.

"Adeline Patti (Baroness Cedatstrom) has given another great testimonial to the Apollo Piano-player. She was so delighted with the instrument that she purchased by her last year that this second testimonial is even stronger than the first one that she gave."
"Mrs. Patti says that 'the Apollo never has given her the slightest trouble and that the new concert grand is one of the most wonderful and perfect piano-players that she has ever seen.'"
Hongkong, 15th October, 1933. [2484]

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THE "DAILY PRESS" OFFICE.
All proofs are read and all work supervised by Englishmen. Always equal and generally superior to that done anywhere else. Estimates given.

TO LET.

NO. 2, "MAGDALEN TERRACE,"
MAGAZINE GAR.
Apply to—
SPANISH PROCUATION.
Hongkong, 1st July, 1933. [73]

TO LET.

NOS. 1 and 2, ALVESTON TERRACE.
Apply—
YEW KEE BANK.
133, Queen's Road Central.
Hongkong, 31st October, 1933. [5019]

TO LET.

2ND and 3RD FLOORS, No. 25, QUEEN'S
ROAD Central, suitable for Office.
Apply to—
"WING CHEONG."
25, Queen's Road Central.
Hongkong, 3rd November, 1933. [1182]

TO LET.

BISHOP'S LODGE South (Peak), until
30th April, 1934, only.
"THE ELYSIE" (Peak).
"BROOKHURST" (Peak).
"WESTWARD HO" (HONGKONG ROAD).
"ALEXANDRA" BUILDINGS, Rooms
on 1st Floor.
No. 2, MATHESON STREET, Wanchai
(Gowla).
No. 3, SEYMOUR TERRACE, Furnished.
Apply to—
Linstead & Davis.
Hongkong, 9th November, 1933. [3330]

TO LET, FURNISHED.

FOR two or three Months from 1st Decem-
ber, a 7-ROOMED HOUSE near the
Tram Station, Peak.
Apply to—
DENISON, RAM & GIBBS.
Hongkong, 5th November, 1933. [3096]

TO LET.

NO. 11, GAGE STREET. Eight-roomed
House.
Apply to—
C. F. DE CARVALHO,
14, Arbuthnot Road.
Hongkong, 9th November, 1933. [3103]

TO LET.

TWO SPACIOUS GODOWNS—Nos. 95
and 96, PRAYA EAST.
Apply to—
H. N. MODY,
Victoria Buildings.
Hongkong, 2nd December, 1933. [82]

TO LET.

NO. 6, BARROW TERRACE, Kowloon.
Apply to—
SAM WANG & CO., LD.,
81, Queen's Road Central.
Hongkong, 4th November, 1933. [2669]

TO LET.

NOS. 15, 17, 19 and 21, SEYMOUR ROAD.
Nos. 8 and 10, CASTLE ROAD.
GODOWNS, Nos. 32A and 32B, PRAYA
EAST. Possession from 1st November.
Apply to—
COMPRADORE DEPARTMENT
Nippon Yusen Kaisha.
Hongkong, 22nd October, 1933. [2950]

TO LET.

A LARGE OFFICE on GROUND
FLOOR of No. 2, WINDHAM
STREET.
Apply to—
THE SECRETARY,
The Bowling Club, Limited.
Hongkong, 17th October, 1933. [2909]

TO LET.

NO. 1, IMPON TERRACE (in FLATS).
HOUSES in WONG-NEI-CHONG Road facing
Race-course.
FLATS in MORETON TERRACE,
facing the Polo Ground.
OFFICES now in course of erection, CON-
NAUGHT ROAD (near BLAKE PIER).
GODOWNS in BLUE BUILDINGS.
GODOWNS for Coal or Yarn, PRAYA EAST.
Apply to—
THE HONGKONG LAND INVEST-
MENT & AGENCY CO., LD.,
A. SHELTON HOOPER,
Secretary.
Hongkong, 2nd November, 1933. [3029]

TO LET.

NO. 155, PRAYA EAST. Spacious Two-
storey Godown. Suitable for Yarn or
Coal.
Apply to—
THE HONGKONG LAND INVEST-
MENT & AGENCY CO., LD.
22 Hongkong, 11th July, 1933. [1938]

TO LET.

TWO ROOMS and a BATHROOM at
No. 4, CAINE ROAD, with use of
Gas for four months. Immediate Possession.
Apply to—
X. X.,
Care of Daily Press Office.
Hongkong, 13th October, 1933. [2364]

TO LET.

OFFICES now in course of erection on
CONNAUGHT ROAD (New Praya),
between Blake Pier and Queen's Buildings.
Apply to—
THE HONGKONG LAND INVEST-
MENT & AGENCY CO., LD.
Hongkong, 24th September, 1933. [2976]

TO LET—WITH IMMEDIATE POSSESSION.

ONE SUITE of ROOMS in the Ground
Floor of the Hongkong Club Annex,
suitable for Offices.
Apply to the undersigned.
C. H. GRACE,
Secretary,
Hongkong Club.
Hongkong, 25th August, 1933. [1757]

TO LET.

A moderate rental, high-class OFFICES,
in ALBERTA BUILDINGS,
occupying the best business position in the
Colony.
Apply to—
SECRETARY,
A. S. Watson & Co., Limited.
Hongkong, 23rd September, 1933. [2638]

TO LET.

NO. 17 and 19, CAINE ROAD. TWELVE-
ROOM HOUSES, with Bath
Room attached to each Floor.
Apply to—
T. EDWARDS,
Edwards, Piry & Co., LD.,
No. 1, Duddell Street.
Hongkong, 21st October, 1933. [2940]

TO LET.

NO. 10, WINDHAM STREET.
No. 24, CAINE ROAD.
No. 33, CONDUIT ROAD, Six rooms,
Tennis Court.
HOUSE in CAINE ROAD in FLATS.
And others to suit various requirements.
S. A. SETH,
Land and Estate Broker.
Hongkong, 26th October, 1933. [1296]

BOARD AND RESIDENCE.

FIRST-CLASS BOARD & RESIDENCE.
"ST. GEORGE'S HOUSE"
2 & 4, KENNEDY ROAD,
and
"TOWER HOUSE," Kennedy Road.
EXCELLENT Table. Every home comfort.
Well furnished rooms facing the harbour.
For terms, apply to—
Mrs. G. SACHSE,
"St. George's House,"
Hongkong, 1st March, 1933. [632]

TO LET.

14, QUEEN'S ROAD CENTRAL
(Entrance by Zeland Street).
Opposite Messrs. Kelly & Walsh, Booksellers.
Hongkong, 11th July, 1933. [1198]

BOARD AND RESIDENCE.

MRS. GILLANDERS.
"GLENWOOD,"
21, CAINE ROAD.
Hongkong, 20th March, 1933. [2626]

TO LET.

"TANG YUEN,"
BOARDING ESTABLISHMENT.
European Supervision. Excellent Cuisine
and Accommodation.
Apply—
MANAGERESS,
Macedonell Road
or
FAIRALL & CO., Queen's Road
Hongkong, 2nd March, 1933. [681]

TO LET.

BOARD AND RESIDENCE.
COMFORTABLY FURNISHED
ROOMS, with Board.
Apply to Mrs. MATHER,
2, Paddick's Hill.
Hongkong, 1st January, 1933

[ALL RIGHTS RESERVED.]

A LURKING PHANTOM: A STORY OF LOVE AND MYSTERY. BY JOHN BLOUNDELLE-BURTON (Author of "The Hispaniola Plate," "The Year One," "A Vanished Rival," &c.)

CHAPTER XXI.

NOT TO BE GOT OVER.
"He is," said Augustus to Lady Bottrell a
few days later, "under strict surveillance."
"By the police?" his cousin exclaimed, turn-
ing white, since to her, in her present circum-
stances, the very name of the police, or the law,
struck as great a terror as they would to a de-
fiant ingenuit or a dishonest housemaid. "By
the police?"
"Of course! You might as well say by a
detective. Why, my dear Rhoda, we want to
catch the fellow; to make him confess and, also,
to make him disgorge. What use would the police
be?"
"Who is watching him then?"
"Some clever people. One is an old college
chum of mine, by name William T. implies; by
sobriquet, for stage purposes, Laurence Van-
vassour. Consequently, no one is always spoken of
as Tommy—because it is a small part of his
real name. Another is an old blackguard whom
my brother George, Commander E.N.—your
cousin who once loved you—I did—
recommended to me as a handy man. And
he is handy. Very handy."
"Does he, this man, Challis, suspect he is
being watched?"
"I think not. If he had suspected anything
he would have tried to get off before now. But
he has not done so. Therefore we have got him."

"Can he not escape even now?"
"I pity him. He tries. To-day was one of
the best of his attempts at Branson, and Wilkins, late
A.B. and house's mate, is a small Sandew.
While, if he tries anything in the way of a
—well, he won't get the best of either of them.
Meanwhile, I myself take a watch in turn, and
I am still young enough to be handy in a scrim-
maging."
"I dread a scandal. Above all I dread Geo-
frey ever hearing of it."
"Geoffrey ought to hear of it. Geoff. my must
hear of it. When it is all over. You can't go
on living your life with him with this secret be-
tween you."
"When it is all over! Ah, Augustus. How
can it ever be all over? How? How? How?
Nothing, not even the bringing of this man to
justice, the forcing of my first husband—if it can
be done—to confess from persecuting me, to re-
frain from exposing me, can be of any use—of
any avail. It cannot make me Geoff's lawful
wife. It cannot make my poor Maud his law-
ful child."
"No, perhaps not," Augustus said gravely,
and it may be with a vague tone of regret in
his voice. "Not as things stand now, at any
rate. But—"
"But, with a gasp. "But what?"
"But, at any rate, no matter what happens,
Lord, at all will have to be told some day."
"That will be as bad as though I were ex-
posed."
"Not if you tell him. Believe me, Rhoda,
not if you tell him all, frankly, honestly."
"When—when shall I have to do it?"
"Not I tell you the right moment has
come."
Perhaps when Augustus Chantrey spoke thus
to his cousin to the woman whom once he had
loved very dearly and, in memory of whom he
had never allowed himself to love any other
woman—there are men who do this sort of
thing even nowadays!—he was hoping that, in
some manner, a way out of her trouble might be
found. Indeed, that hope was more than a
hope, it was an expectation of something that
might happen, or, rather, it would have been
so, had he not himself seen with his own eyes
as he took care to go and see that entry in the
shipping office book, that that entry, with-
out a day, after the ceremony with Sir
Geoffrey was performed, it would have been of
no avail, nothing but a second marriage could
have made her Geoffrey Bottrell's wife. But
there had been no second marriage, and the man
was not even now dead. He was still alive and
employing a confidential, for such Challis un-
doubtedly was, to blackmail and torture his
unfortunate wife.

Augustus thought of all these things not only
by day, but by night; he twisted and turned the
matter over in his cover mind that mind so
astute at devising plots and counter plots, and
anti-climaxes and schemes for stories and plays!
—yet, here, with a living, pulsating drama, a
real life tragedy in his hands he could do
nothing. He had to acknowledge himself at
fault. He knew there was a trick being played,
he felt sure—especially since he had received
that photograph from Boston—that all was not
as it was represented to be, and yet he had to
acknowledge that he was baffled.
"There is a reason, a necessary reason for
the photograph which Rhoda saw being pasted
on to another photo, made easily obtainable, but
what is the reason, why was it done? Why?
Why?" he would say to himself as he walked
along the streets, or tried to get on with his
next play, or book, or attend a rehearsal.
"And what was it?" he asked himself over and
over again. Then he would force himself to go
over the whole story of the photograph Lady
Bottrell had seen; he recalled the fact that
the man had been photographed in the same

clothes he wore years ago, while acknow-
ledging, as he did so, that this was explainable
if, after years of imprisonment, he had re-as-
sumed on coming out of prison the clothes
which he had doffed on going in. As for the
rose being in his coat—well!—that had appeared
mysteriously at first, yet, on reflection, it did not
seem to be so much so now. The man had prob-
ably some remnants of dandyism left; the
rose was, of course, not the same, while the
glass buttonhole had probably been left fas-
hioned in the coat, and had reminded him, when
he saw it years afterwards, of how he had
always worn a flower. Nothing, however, was
natural to a vain man than that, being thus
reminded, he should wear one again when he
had his photograph taken. He possibly thought
also that it would distract attention from the
shabbiness and the old-fashioned style of his
clothes.

And, above all, the beard and greyness of
the hair proved that the portrait was the por-
trait of the man in question.
Nevertheless he would have given much to
see that portrait.

"I suppose it is well," he said to himself,
after he had left his cousin, "not to tell Rhoda
about the portrait I have got from Boston, or
of the mystery of its being pasted on a card it
was never intended for. For why should I re-
veal her, since I cannot explain the thing to
myself? Ah! if I could do that, if I only could,
I should be very near to holding the keynote
of the whole thing in my hand."

Meanwhile, Augustus, who never did any-
thing by halves, had written to the Governor of
the prison at Jacksonville (reply paid) living,
for this occasion, his status of barrister, and his
address at a well-known legal club in the
neighbourhood of the Law Courts. In this wire
he requested information as to whether a man
named Mark Furness had really been carrying
out a life sentence there, and whether he had, by
any chance, been released? To which questions
there came back in a few hours the hono-
rable reply: "Right, Mark Furness was sent for
life. Released after one year and a half years."
So that, here, Augustus found himself un-
placed for the moment. But still he was not
satisfied. Still he believed a trick was being
played—though what trick he could not guess.
And again and again he turned matters over in
his head.

Then, suddenly, a piece of luck occurred to
him by chance—a thing so lucky that, as he
told himself, it was almost incredible.
"There was a young lady about to play a sub-
ordinate part in his forthcoming piece whose
principal assumption, he discovered, was to
look on as young and everybody who came in
her way. He also learnt that she was in the
habit of visiting her Sunday to liking about
the suburb and country roads, taking snapshots
of pretty, old-fashioned houses and striking bits
of scenery, and, when she could get the chance,
any man or other elderly she happened to en-
counter, and sometimes, as she had once told
Augustus gleefully, she had got a half-silver-
eagle or so from some magazine or other for the
reproduction of her efforts. Now, Augustus,
who fancied he possessed a liver, was in the
habit of going himself sometimes and, one day,
he happened to this young lady, whose stage name
was Mildred Vane, that he could show her one
of the prettiest of rural bits that she was re-
fusing to take. He was, in fact, a very close
distance of London, &c. at Mortlake."

"There is," he said, "a very pretty com-
mon, he huck wall of a very antique cottage, a
g at a donkey—and sometimes a pig or two—
and the common, with, often enough, a soldier
and a soldier. Doesn't that excite your artistic
desires?"
"Not from a business point of view. Miss
Vane who was herself very business-like and
meant to get on in the world, replied, "I
shouldn't get many half sovereigns with the
Editor's compliments for that sort of picture."
Now, if the cow had two legs or the pig six, or
the soldier happened to be Lord Kitchener in
full uniform with his arm round his always
waist, and his feathers came out perfectly—"
"You come with me next Sunday," Augustus
said, "if you're nothing better to do. I won't
insult you by offering you half a sovereign but
I will offer you a pleasant day. We will be
over to Mortlake, you shall take the photo-
graph which I have my own reason for wishing
to possess; we will laugh or din somewhere
and," which was the crux of the whole thing,
"I'll see that in my next play you have a better
part than you have now."

Miss Vane accepted this tempting invitation
and, had it been even less tempting and with
the lunch or dinner left out, she would have
accepted it all the same. For this worldly-wise
young woman was not at all oblivious to the
advantages which a young, and, at present, new
the well-known actress, might derive from being
in the good graces of a popular and well-
established dramatist, who was, besides, an
extremely agreeable man.
She accepted it, therefore, and the photograph
of the cottage and part of the common—includ-
ing the cow, pig, gnat, soldier and soldier's
—was obtained more than once, while, in one of
the pictures something else was obtained. This
was nothing less than a photograph of Mr. Ira
Challis looking out of the window over the door
in response to a question addressed to him by
Miss Vane in which she asked whether that was Mr.
"Ophelia" once? Able Seaman Wilkins, now
retired from active service, who, turn and turn
about with Augustus Chantrey and Mr.
"Vassour," had had Laburnum Cottage under
close observation for some time now. And,
while Wilkins asked for this information and
kept Ira Challis engaged at the window for
some time in answering further questions as to
where the famous Mr. "Ophelia" once might be,
Miss Vane, sheltered from observation by the
highgate, and out of the house twenty years off,
was engaged in photographing that individual's
features.

"They will come out all right, I do believe,"
this gifted young lady said that night as a ter-
se and her companion had hiked back to town
and, when she had changed her dress, they had
gone off to a West End restaurant for a pleas-
ant little dinner. "I do indeed; and, con-
sidering that I had to get my kodak through a
convenient hole in the hedge to take him at all,
I believe I have done the thing pretty well, Mr.
Chantrey. Don't forget your promise about the
next piece."

"I won't," Augustus said.
(To be continued)

HIRANO WATER.

THE QUEEN OF TABLE WATERS.
PURE, SPARKLING, INVIGORATING
THE LEADING MINERAL WATER OF THE EAST
Bottled in Japan by H. E. REYNELL & Co.
BEWARE OF JAPANESE IMITATIONS.
F. BLACKHEAD & CO., AGENTS.
Hongkong, 31st July, 1933. [3017]

NOTICE.

DURING the Cold Weather HOPKINS'
BUTCHERY at Shanghai will be
prepared to supply its patrons in Hongkong
with FRESH, CORNED and
SPICED BEEF and PORK GAME,
BROWN, PORK and GAME PIES,
SAUSAGES, &c., &c.
Shanghai, 28th October, 1933. [3077]

Superb Skin

is obtained and maintained by using
'DARTRING' 'LANOLINE'

No imitation can bear the 'Dartring'.
No imitation can be called 'Dartring'.
'DARTRING' TOILET 'LANOLINE'
in cosmetic tubes.
'DARTRING' 'LANOLINE' TOILET SOAP.

Demand the genuine
1933-1

NELISTA CIGARETTES.

IF YOU SMOKE TURKISH CIGARETTES, SMOKE THE BEST
NELISTA CIGARETTES ARE MANUFACTURED FROM THE CHOICEST
TURKISH TOBACCO. PACKED IN AIR-TIGHT TINS OF FIFTY.

MANUFACTURED BY—
W. D. & H. O. WILLS' BRANCH,
BRITISH-AMERICAN TOBACCO
COMPANY, LD.

148

NOBEL-GLASGOW EXPLOSIVES.

DYNAMITE,
GELATINE-DYNAMITE,
BLASTING GELATINE AND GELIGNITE,
DETONATORS, SAFETY FUSE,
AND ALL BLASTING ACCESSORIES.

MAGAZINES AND DEPOTS AT
HONGKONG, SHANGHAI, WEIHAIWAI.

AGENTS—
JARDINE, MATHESON & CO.
BUTTERFIELD & SWIRE.

Agents

LONDON AND LANCASHIRE

ROYAL EXCHANGE
PALATINE
ORIENT.

Fire Insurance Companies.

Hongkong, 18th August, 1933. [1931-2]

MIDZUSHIMA & CO.

COAL MERCHANTS.

No. 4, QUEEN'S ROAD CENTRAL (Facing Duddell Street).
HEAD OFFICE: No. 5, SAKAIMACHI, KOBE.
BRANCH OFFICES: HIGASHI-HOMMACHI, MOJI, MINAMI-AJIKAWA,
OSAKA AND KAIGAN, WAKAMATSU.

AGENCY: MR. S. NAKAYAMA, MOTOMACHI, YOKOHAMA.

TELEGRAPHIC ADDRESS: MIDZUSHIMA, Kobe, Moji, Osaka, Wakamatsu, and Hongkong
CODE USED: A 1 & A. B. C. 4th Ed.

Importers of Japanese Coals. Contractors of Coal to the Compagnie des Messageries
Maritimes de France, Foreign and Japanese steamers, Arsenal and Japanese Railway Companies,
&c. Sole Proprietors of Kamaetsu and Tenoura Coal Mines. Sole Agents for Kawamiya,
Komatsugawa, Minami, Ikefiji and Kungagaba, Collieries.

Hongkong, 4th March, 1933. K. UYEMURA, Manager. [2409]

JAPAN COALS.

ITSUI BUSSAN KAISHA

(MITSUI & CO.)

HEAD OFFICE: 1, SUZUKI-CHO, TOKYO.
LONDON BRANCH: 34, LIME STREET, E.C.
HONGKONG BRANCH: PRINCE'S BUILDINGS, 100, HOUSE STREET

OTHER BRANCHES:
New York, San Francisco, Hamburg, Bombay, Singapore, Sourabaya, Manila, Amoy, Shanghai,
Chefoo, Tientsin, Newchwang, Port Arthur, Seoul, Changhai, Yokohama, Yokosuka,
Nagoya, Osaka, Kobe, Kure, Shimonoseki, Moji, Wakamatsu, Kanran, Nagasaki,
Kuchino, Saeki, Maizuru, Misaki, Hakodate, Taipeh, &c.

Telegraphic Address: "ITSUI" (A.B.C. and A 1 Codes)

CONTRACTORS OF COAL to the Imperial Japanese Navy, and Arsenal and the State
Railways; Principal Railway Companies and Industrial Works; Home and Foreign Mail
and Freight Steamers.

SOLE PROPRIETORS of the Famous Miike, Tsuruga, Yamano and Ida Coal Mines; and
SOLE AGENTS for Hokkaido, Kanbara, Fujinobori, Mamoda, Mannoura, Onoura Otsuji,
Sasahara Tsukakuro, Yoshinobori, Yoshio, Yonokubo, and other Coals.
N. INUZUKA, Manager, Hongkong.

WANTED.

BY A SMART YOUNG GENTLEMAN
(Britisher), who has several years of
experience and speaks six languages, a position
in a Mercantile Firm.
Apply by letter to—
BOX 100,
Care of Daily Press Office.
Hongkong, 4th November, 1933. [3118]

R

Established 1719.
CHAMPAGNE GROWERS AND
SHIPPERS.
Ship only the Finest Quality
Extra Dry (Green Seal)
LAUTS, WEGENER & CO.,
Sole Agents.
Hongkong, 18th May, 1933.

Heroic

measures only can check
the advance of

Cholera

Don't trifle with unknown
remedies, nothing yet tried
equals

Painkiller

FERRY DAVIS.

2126-4

SHIPPING.

ARRIVALS.
Nov. 9, RAJAURI, German str., 1,189, G. Weidig, Bangkok 1st Nov., Teakwood—BUTTERFIELD & SWIRE.
Nov. 10, BANGA, British str., 3,784, J. B. Ferguson, Kobe and Moji 5th Nov., Coal—P. & O. S. N. Co.
Nov. 10, BORNEO, German str., 2,168, E. Mable, Sandakan 4th Nov., Timber and General—MELCHERS & CO.
Nov. 10, EUPHROSINE, British str., 1,462, Stoff, Aroe Bay 30th Oct., Bulk Oil—MEYER & CO.
Nov. 10, HAILONG, British str., 781, Brana, Swatow 10th November, General—DOUGLAS LARSEN & CO.
Nov. 10, HAIN FUNG, Chinese str., 1,385, McKinnon, Shanghai 7th Nov., General—CHINSEE
Nov. 10, MARIE JENSON, German str., 1,771, Mayer, Samarang 30th October, Sugar—JENSON & CO.
Nov. 10, TANTALUS, British str., 2,291, J. E. Edmondson, Foochow 8th Nov., General—BUTTERFIELD & SWIRE.

CLEARANCES

At THE HARBOR MASTER'S OFFICE.
10th November.
Hain Fung, Chinese str., for Canton.
Ningpo, British str., for Shanghai.
Shanghai, German str., for Singapore.
Tantulus, British str., for Singapore.

DEPARTURES

9th November.
CHOWTAL, German str., for Bangkok.
10th November.
DAMEN MARU, Japanese str., for Tamsui.
HAIKUN, British str., for Tamsui.
HOLSTEIN, German str., for Shanghai.
HONGKONG, British str., for Moji.
KAWASAKI, Chinese str., for Shanghai.
KAWASAKI, German str., for Canton.
PROGRESS, German str., for Swatow.
TENGSHING, British str., for Canton.

VESSELS IN DOCK

10th November.
ARRIVED DOCK.—
H. W. on Dock—Lilloboon, Chuen Tiao.
Taiter, H.M.S. Alacrity, Talice.
HONGKONG DOCK.—
Salamanca, Loosch, Hongkong.

WEATHER REPORTS.

The s.s. Rajauri from Bangkok (9th inst.) reports strong N.E. monsoon.
The s.s. Hailong from Swatow (10th inst.) reports no wind to strong northerly winds and moderate sea.
The s.s. Hain Fung from Shanghai (10th inst.) reports strong N.E. wind and fine weather throughout.
The s.s. Dorcas from Sandakan (10th inst.) reports very high sea, heavy rain squalls from N. and N.E.
The s.s. Bana from Moji (10th inst.) reports strong monsoon to turn about; from thence to port fresh to moderate monsoon and overcast, cloudy weather.

VESSELS PASSED ANKER

Oct. 21, Dutch str., Gede, Engelsman, Oct. 21, from Batavia for Rotterdam.
Oct. 23, German str., Meissen, Mageritz, from Tientsin for Cherbourg.
Oct. 23, British str., Yama, Sanders, from East.
Oct. 23, Dutch str., Sindoro, Guthrie, from Rotterdam for Batavia.

VESSELS ON THE BERTH

INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.
FOR SINGAPORE, PENANG AND CALCUTTA.

THE Company's Steamship

"NAMSANG,"
Captain Geo. Payne, will be despatched as above TO-DAY, the 11th inst., at Noon.
For Freight or Passage, apply to
JARDINE, MATHESON & CO.,
General Managers.
Hongkong, 4th November, 1903. [3068]

INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.

FOR MANILA.
"LOONGSANG,"
Captain G. S. Weigall, will be despatched as above on FRIDAY, the 13th inst., at 4 P.M.
This steamer has superior accommodation for First-class Passengers and is fitted throughout with Electric Light.
For Freight or Passage, apply to
JARDINE, MATHESON & CO.,
General Managers.
Hongkong, 10th November, 1903. [3106]

THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY

STEAM FOR STRAITS, CEYLON, AUSTRALIA, INDIA, ADEEN, EGYPT, MEDITERRANEAN PORTS, PLYMOUTH AND LONDON.
THROUGH BILLS OF LADING ISSUED FOR BATAVIA, PERSIAN GULF, CONTINENTAL, AMERICAN AND SOUTH AFRICAN PORTS.

THE Steamship

"MALTA,"
Captain C. L. Daniel, carrying His Majesty's Mails, will be despatched from this for Bombay, etc., on SATURDAY, the 21st NOVEMBER, at Noon, taking passengers and cargo for the above ports.
Silk and Valuables, all cargo for France, and Tea for London (under arrangement) will be transhipped at Colombo into a steamer proceeding direct to Marseilles and London; other cargo for London, etc., will be conveyed via Bombay.
Passes will be received at this Office until 4 P.M. the day before sailing. The contents and value of all packages are required.
Shippers are particularly requested to note the terms and conditions of the Company's Bills of Lading.
For further particulars, apply to
E. A. HEWETT,
Superintendent.
Hongkong, 11th November, 1903. [1]

REGULAR STEAMSHIP SERVICE TO NEW YORK

VIA PORTS AND SUEZ CANAL
WITH LIBERTY TO CALL AT PHILIPPINE PORTS.
PROPOSED SAILINGS FROM HONGKONG.
1903.
"RICHMOND CASTLE" ... 10th Nov.
"ORONO" ... 18th Nov.
"ORO" ... 1st Dec.
"LOWTHER CASTLE" ... 12th Dec.
"SIKH" ... 22nd Dec.
For Freight and further information, apply to
DODWELL & CO., LTD.,
Agents.
Hongkong, 27th October, 1903. [1125]

VESSELS ADVERTISED AS LOADING.

DESTINATION	VESSEL'S NAME	FLAG	CAPTAIN	FOR FREIGHT APPLY TO	TO BE DESPATCHED
LONDON & ANTWERP, VIA SINGAPORE, &c.	SHANGHAI	Brit. str.	A. Thompson	P. & O. S. N. Co.	About 13th inst.
LONDON, &c., VIA PORTS OF CALL	MAITA	Brit. str.	O. L. Daniel	P. & O. S. N. Co.	21st inst., at Noon
LONDON & ANTWERP	POLYPHEMUS	Brit. str.	J. MacKenzie	BUTTERFIELD & SWIRE	24th inst.
LONDON & ANTWERP	GLYNHIE	Brit. str.	J. MacKenzie	BUTTERFIELD & SWIRE	27th inst.
LIVERPOOL & HAMBURG	ACHILLE	Ger. str.	Wagner	HAMBURG-AMERIKA LINIE	15th Dec.
MARSEILLES, LONDON &c., v. S'PORE, &c.	KANAGAWA MARU	Jap. str.	J. MacKenzie	NIPPON YUSEN KAISHA	To-morrow
MARSEILLES, LONDON &c., v. S'PORE, &c.	SAID MARU	Jap. str.	S. J. G. Parsons	NIPPON YUSEN KAISHA	17th inst., at 1 P.M.
MARSEILLES, LONDON &c., v. S'PORE, &c.	HYSON	Brit. str.	E. Prohn	BUTTERFIELD & SWIRE	20th inst.
MARSEILLES, LONDON &c., v. S'PORE, &c.	PROMETHEUS	Brit. str.	E. Prohn	BUTTERFIELD & SWIRE	23rd inst.
MARSEILLES, LONDON &c., v. S'PORE, &c.	DARDANES	Brit. str.	E. Prohn	BUTTERFIELD & SWIRE	26th inst.
BREMEN, VIA PORTS OF CALL	PREUSSEN	Ger. str.	E. Prohn	HAMBURG-AMERIKA LINIE	1st December
HAVRE & HAMBURG	MARBURG	Ger. str.	E. Prohn	HAMBURG-AMERIKA LINIE	15th Dec.
HAVRE & HAMBURG	SUEVIA	Ger. str.	E. Prohn	HAMBURG-AMERIKA LINIE	28th Dec.
HAVRE & HAMBURG	NURNBERG	Ger. str.	E. Prohn	HAMBURG-AMERIKA LINIE	5th Jan.
HAVRE & HAMBURG	AMERICA	Ger. str.	E. Prohn	HAMBURG-AMERIKA LINIE	20th inst., P.M.
HAVRE & HAMBURG	NIPPON	Aus. str.	E. Prohn	HAMBURG-AMERIKA LINIE	About 18th inst.
NEW YORK, VIA PORTS & SUEZ CANAL	EL CASTLE	Brit. str.	W. T. Bain	HAMBURG-AMERIKA LINIE	About end of Dec.
NEW YORK, VIA SUEZ CANAL	HERMISTON	Rus. str.	von Hoff	CANADIAN PACIFIC R. CO.	27th Jan.
NEW YORK, VIA SUEZ CANAL	NUBIA	Ger. str.	von Hoff	CANADIAN PACIFIC R. CO.	To-day
VANCOUVER, VIA SHANGHAI, &c.	ATHENIAN	Brit. str.	W. M. Smith	BUTTERFIELD & SWIRE	14th inst.
VICTORIA (B.C.) & SEATTLE VIA N' SAKI, &c.	SHAWMUT	Brit. str.	W. M. Smith	BUTTERFIELD & SWIRE	17th inst., at 4 P.M.
VICTORIA (B.C.) & SEATTLE VIA SHAI, &c.	AKI MARU	Jap. str.	J. W. Ekstrand	NIPPON YUSEN KAISHA	1st Dec., at 4 P.M.
VICTORIA (B.C.) & SEATTLE VIA SHAI, &c.	DAIKARU MARU	Jap. str.	W. Thompson	NIPPON YUSEN KAISHA	14th inst.
PORTLAND, OREGON	INDRAPURA	Brit. str.	Hollingsworth	PORTLAND & ASIATIC CO.	17th inst.
AUSTRALIAN PORTS	TSINAN	Brit. str.	P. T. Helms	GIBB, LIVINGSTON & CO.	18th inst., at Noon
YOKOHAMA, VIA SHANGHAI, MOJI & KOBE	EMPIRE	Brit. str.	P. T. Helms	GIBB, LIVINGSTON & CO.	18th inst.
MOJI, KOBE & YOKOHAMA	MANILA	Jap. str.	H.G.H. Lewellin	P. & O. S. N. Co.	27th inst., D'light
KOBE	HIROSHIMA MARU	Jap. str.	J. Nagao	NIPPON YUSEN KAISHA	15th inst.
KOBE, NAGASAKI & VLADIVOSTOK	CHANGSHA	Ger. str.	Stein	HAMBURG-AMERIKA LINIE	18th inst., at 5 P.M.
KOBE & YOKOHAMA	TAMBA MARU	Jap. str.	J. W. Wale	NIPPON YUSEN KAISHA	18th inst., D'light
SHANGHAI, NAGASAKI, HONGKONG & YOKOHAMA	P. HEINRICH	Frein. str.	R. Heintze	MELCHERS & CO.	Quick despatch
SHANGHAI, KOBE & YOKOHAMA	CHINA	Aus. str.	Frelich	MELCHERS & CO.	About 18th inst.
SHANGHAI, YOKOHAMA & KOBE	CHINA	Aus. str.	P. R. Squire	P. & O. S. N. Co.	About 21st inst.
SHANGHAI, VIA SWATOW & AMOY	DAIGI MARU	Jap. str.	T. W. Groves	OSAKA SHOSHEN KAISHA	15th inst.
TAMSU, VIA SWATOW & AMOY	MAIZURU MARU	Jap. str.	T. Saito	OSAKA SHOSHEN KAISHA	To-morrow, D'light
SWATOW	HAILONG	Brit. str.	Evans	DOUGLAS LARSEN & CO.	To-day, at 11 A.M.
MANILA	ROHILLA MARU	Jap. str.	Ernest Bent	BUTTERFIELD & SWIRE	To-day
MANILA	SUNGKIANG	Brit. str.	G. S. Weigall	JARDINE, MATHESON & CO.	13th inst., at 4 P.M.
MANILA DIRECT	LOONGSANG	Brit. str.	R. Almond	SHAWAN, TOMES & CO.	14th inst., at 4 P.M.
MANILA	RUBI	Brit. str.	R. Almond	BUTTERFIELD & SWIRE	17th inst.
MANILA	TSINAN	Brit. str.	T. W. Garlick	BUTTERFIELD & SWIRE	About 23rd inst.
BOMBAY, VIA SINGAPORE & PENANG	ISCHIA	Ital. str.	T. Marni	CARLOWITZ & CO.	13th inst., at Noon
BOMBAY, VIA SINGAPORE & CALCUTTA	BOMBAY MARU	Jap. str.	T. Marni	NIPPON YUSEN KAISHA	1st Dec., at Noon
SINGAPORE, COLOMBO & BOMBAY	NAMANG	Brit. str.	Geo. Payne	JARDINE, MATHESON & CO.	To-day, at Noon
	BANCA	Brit. str.	J. B. Ferguson	P. & O. S. N. Co.	To-day, at 4 P.M.

NAVIGAZIONE GENERALE ITALIANA

(Florio and Rubattino United Companies.)

STEAM FOR BOMBAY VIA SINGAPORE AND PENANG

Having connection with Company's Mail Steamers to ADEEN, PORT SAID, SUEZ, NAPLES, LIGURIA and GENOA, also VENICE and TRIESTE, all MEDITERRANEAN, ADRIATIC, LEVANTINE and SOUTH AMERICAN PORTS up to CALAO.

Taking Cargo at through rates to PERSIAN GULF and BAGDAD, also BARCELONA, VALENZA, ALICANTE, ALMERIA and MALAGA.

THE Steamship

"ISCHIA,"
Captain Marni, will be despatched as above on FRIDAY, the 13th inst., at Noon.

At Bombay the Steamer is discharging in Victoria Dock.

For further particulars regarding Freight and Passage, apply to
CARLOWITZ & CO.,
Agents.
Hongkong, 8th November, 1903. [4]

COMPAGNIE DES MESSAGERIES MARITIMES

PAQUEBOTS—POSTE FRANCAIS.

NOTICE

STEAM FOR SAIGON, SINGAPORE, BATAVIA, COLOMBO, PONDICHERY, CALCUTTA, BOMBAY, ADEEN, DUBOUI, SOEY, MARSAILLES, MEDITERRANEAN AND BLACK SEA PORTS, LONDON, HAVRE, BORDEAUX;

ALSO

PORTS OF BRAZIL AND RIVER PLATE.

ON TUESDAY, the 17th November, 1903, at 1 P.M., the Company's Steamship "AUSTRALIEN," Captain Veron, with Mails, Passengers, Specie and Cargo, will leave this Port for MARSEILLES via Ports of Call, WITHOUT TRANSHIPMENT.

This Steamer connects at COLOMBO with the Australian line to "Oceanic," bound for MARSEILLES via BOMBAY and ADEEN.

Cargo and Specie will be registered for London as well as for Marseilles, and accepted in transit through Marseilles for the principal places of Europe.

Shipping Orders will be granted till Noon only on Monday, the 16th November. Specie and Parcels received until 4 P.M. on the same day. No Cargo will be received on board on Tuesday.

Parcels are not to be sent on board; they must be left at the Agency's Office. Contents and Value of Packages are required.

For further particulars, apply at the Company's Office.

G. DE CHAMPEAUX,
Agent.
Hongkong, 5th November, 1903. [2]

FOR CANTON.

THE new and fast Twin-Screw Steamer

"SAN CHEUNG,"
951 Tons, Captain A. Murphy, will leave for Canton at 8 P.M. on SUNDAYS, TUESDAYS and THURSDAYS, and return to Hongkong on the following days, leaving Canton at 10 P.M. Excellent accommodation, electric light, and perfect cuisine. Wharf at Hongkong near Harbour Office.

First-class Fare, \$3 each way. Meals, \$1 each.

Cargo Freight very moderate.

J. TREVOUX & CO.,
No. 128, Connaught Road Central,
Hongkong, 30th June, 1903. [1]

CHINA NAVIGATION CO., LIMITED.

HONGKONG—MANILA.

REDUCED SALOON PASSAGE MONEY.

SINGLE, \$20; RETURN, \$35.

STEAMERS FITTED THROUGHOUT WITH ELECTRIC LIGHT. FIRST CLASS ACCOMMODATION. UNRIVALLED TABLE. DUTY QUALIFIED SURGEON CARRIED.

BUTTERFIELD & SWIRE

AGENTS.
Hongkong, 4th July, 1903. [1064]

HONGKONG—MANILA.

Highest Class, newest, fastest and most luxurious Steamers between Hongkong and Manila. Saloon midships. Electric Light. Perfect Cuisine. Surgeon carried. All the most up-to-date arrangements for comfort of Passengers.

CHINA AND MANILA

STEAMSHIP COMPANY, LIMITED.

STEAMSHIP	TONS	CAPTAIN	FOR	SAILING DATE
RUHI	2540	R. Almond	Manila direct	Sat. 14th Nov., 10 A.M.
ZAFIRO	2540	R. Rodger		
PERLA	1980	J. McGinty		

For Freight, or Passage apply to

SHEWAN, TOMES & CO.,
GENERAL MANAGERS.

Hongkong, 7th November, 1903. [17]

IMPERIAL GERMAN MAIL LINE.

NORDDEUTSCHER LLOYD. HAMBURG-AMERIKA LINIE. STEAM FOR SINGAPORE, PENANG, COLOMBO, ADEEN, SUEZ, PORT SAID, NAPLES, GENOA, ANTWERP, BREMEN/HAMBURG. PORTS IN THE LEVANT, BLACK SEA AND BALTIC PORTS: ALGER, LONDON, NEW YORK, BOSTON, BALTIMORE, NEW ORLEANS, GALVESTON, AND SOUTH AMERICAN PORTS.

STEAMERS WILL CALL AT GIBRALTAR AND SOUTHAMPTON TO LAND PASSENGERS AND LUGGAGE.

N.B.—CARGO CAN BE TAKEN ON THROUGH BILLS OF LADING FOR THE PRINCIPAL PLACES IN RUSSIA.

PROPOSED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

STEAMERS	SAILING DATES
PRUSSEN	THURSDAY 12th November
* HAMBURG	WEDNESDAY 25th November
PRINZ HEINRICH	WEDNESDAY 8th December
KONIG ALBERT	WEDNESDAY 23rd December
* KLAUSCHOU	WEDNESDAY 1904 6th January
SACHSEN	WEDNESDAY 20th January
DAVERN	WEDNESDAY 3rd February
GERA	WEDNESDAY 17th February
SEYDLITZ	WEDNESDAY 2nd March
PREUSSEN	WEDNESDAY 16th March
ROON	WEDNESDAY 30th March
* EMBURG	WEDNESDAY 13th April
PRINZ HEINRICH	WEDNESDAY 27th April

* Steamers of the Hamburg-Amerika Linie.

ON THURSDAY, the 12th day of NOVEMBER, 1903, at Noon, the Steamship "PREUSSEN," of the NORDDEUTSCHER LLOYD, Captain E. Prohn, with MAILS, PASSENGERS, SPECIE and CARGO, will leave this Port as above, CALLING AT NAPLES and GENOA.

Shipping Orders will be granted till Noon on TUESDAY, the 10th November. Cargo and Specie will be received on Board until 5 P.M. on WEDNESDAY, the 11th November and will be received at the Agency's Office until Noon on WEDNESDAY, the 11th November.

Contents of Packages are required. No Parcel Receipts will be signed for less than \$2.50, and Parcels should not exceed Two Cubic in Measurement.

The Steamer has splendid accommodation, and carries a Doctor and Stewardesses. Liner can be washed on board.

For further Particulars, apply to

NORDDEUTSCHER LLOYD.

MELCHERS & CO., AGENTS.

Hongkong, 31st October, 1903. [15]

TOYO KISEN KAISHA

MANILA

LINE.

Largest and Fastest Steamers on the route. Excellent Accommodation. Cuisine Unexcelled. Unrivalled Speed. Fitted throughout with Electric Light. Doctor and Stewardesses carried.

Steamship Captain Tons Sailing Date

"ROHILLA MARU" Ernest Bent 3869 Wednesday, 11th November, at 11 A.M.

"ROSETTA MARU" H. S. Smith 3876 Saturday, 14th November, at 11 A.M.

For Freight or Passage, apply at the Company's Office, 3, Queen's Building, Ice House Street.

K. NAKASHIMA, Manager.
Hongkong, 9th November, 1903. [478]

HAMBURG-AMERIKA LINIE. NORDDEUTSCHER LLOYD.

OSTASIATISCHER FRACHTDAMPFER DIENST.

Taking Cargo at through rates to ANTWERP, AMSTERDAM, ROTTERDAM, COPENHAGEN, LISBON, Oporto, LONDON, LIVERPOOL, GLASGOW, TRIESTE, GENOA, PORTS in the LEVANT, BLACK SEA and BALTIC PORTS, NORTH and SOUTH AMERICAN PORTS.

PROPOSED SAILINGS FROM HONGKONG.

SUBJECT TO ALTERATION.

STEAMERS	DESTINATIONS	SAILING DATES
CANADIA	ANTWERP and HAMBURG	On 12th Nov. Freight.
Capt. Wagner	(Calling at Singapore and Colombo)	
MARBURG	HAVRE, BREMEN and HAMBURG	On 21st Nov. Freight.
Capt. Stern	(Calling at Singapore and Colombo)	
SUEVIA	HAVRE and HAMBURG	On 1st Dec. Freight.
Capt. Borch	(Calling at Singapore and Penang)	
ARAGONIA	HAVRE and HAMBURG	On 15th Dec. Freight.
Capt. Forst	(Calling at Singapore and Colombo)	
NURNBERG	HAVRE and HAMBURG	On 29th Dec. Freight.
Capt. Jaburg	(Calling at Singapore and Penang)	
NUBIA	NEW YORK, VIA SUEZ	About end of December.
Capt. von Hoff		
AMBRIA	HAVRE and HAMBURG	On 5th Jan. Freight.
Capt. Duckstein	(Calling at Singapore and Colombo)	

For Further Particulars, apply to

HAMBURG-AMERIKA LINIE.

HONGKONG OFFICE,
QUEEN'S BUILDINGS, No. 1.

PORTLAND & ASIATIC STEAMSHIP CO

PROPOSED SAILINGS FROM HONGKONG via INLAND SEA PORTLAND, OREGON

OF JAPAN, MOJI, KOBE and YOKOHAMA FOR

OPERATING IN OREGON RAILROAD & NAVIGATION CO.

CONNECTION WITH THE

STEAMSHIP

"INDRAPURA" TONS 4,899 A. E. Hollingsworth November 14, 1903

"INDRASAMHA" TONS 5,197 W. E. Craven December 14, 1903

"INDEVALLE" TONS 4,899 R. P. Craven January 14, 1904

Through Bills of Lading issued to Pacific Coast Points and all Eastern, Canadian and United States Ports. For through rates of Freight and further information, communicate with or apply to

ALLAN CAMERON, GENERAL AGENT.

Hongkong, 31st October, 1903. [114]

OSAKA SHOSHEN KAISHA

REGULAR STEAMSHIP SERVICES BETWEEN

HONGKONG, SOUTH CHINA COAST PORTS

AND FORMOSA.

PROPOSED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

FOR TAMSUI, VIA SWATOW AND AMOY

AND AMOY

"DAIGI MARU" SUNDAY, 15th November

OCEAN STEAM SHIP CO., LD. AND CHINA MUTUAL STEAM NAVIGATION CO., LD. JOINT SERVICES.

FORTNIGHTLY SAILINGS FOR LONDON AND CONTINENT.
MONTHLY SAILINGS FOR LIVERPOOL.

TAKING CARGO ON THROUGH BILLS OF LADING FOR ALL EUROPEAN,
NORTH AND SOUTH AMERICAN, WEST AUSTRALIAN, JAPAN,
AND HUMANIA PORTS.

FROM	STEAMERS	DATE
GLASGOW and LIVERPOOL	"ACHILLES"	On 20th November.
GLASGOW and LIVERPOOL	"PILOMETHEUS"	On 21st November.
GLASGOW and LIVERPOOL	"PELEUS"	On 28th November.
GLASGOW and LIVERPOOL	"DARDANUS"	On 5th December.
GLASGOW and LIVERPOOL	"YANGTZE"	On 12th December.

HOMEWARDS.

FOR	STEAMERS	DATE
MARSEILLES and LIVERPOOL	"NINGHONG"	On 20th November.
LONDON and ANTWERP	"POLYPHEMUS"	On 24th November.
MARSEILLES, LONDON and	"HYSON"	On 8th December.
ANTWERP	"ACHILLES"	On 12th December.
LIVERPOOL	"PROMETHEUS"	On 22nd December.
MARSEILLES, LONDON and	"DARDANUS"	On 5th January.
ANTWERP		

TRANS-PACIFIC SERVICE.

FOR	STEAMERS	DATE
VICTORIA, SEATTLE, TACOMA, and	"OANFA"	On 11th November.
all PACIFIC COAST PORTS, VIA	"PELEUS"	On 30th November.
NAGASAKI, KOBE & YOKOHAMA		

The s.s. "OANFA" has arrived, and leaves for Japan and Pacific on the 11th inst.
The s.s. "ACHILLES" left Singapore on the 7th inst., a.m., and is due here on the 12th inst.
The s.s. "NINGHONG" from Tacoma, Victoria and Seattle, left Moji on the 9th inst.
a.m., and is expected to arrive here on the 13th inst.

For Freight, apply to—
BUTTERFIELD & SWIRE,
AGENTS.

Hongkong, 10th November, 1903.

CHINA NAVIGATION CO. LIMITED.

FOR	STEAMERS	DATE
MANILA, COB, and	"SUNGKIANG"	On 11th November.
MANILA, COB, and	"CHANGSHA"	On 13th November.
MANILA, COB, and	"TSINAN"	On 17th November.

The attention of Passengers is directed to the superior accommodation offered by these
steamers, which are fitted throughout with Electric Light. Unrivalled Table. A duly qualified
Surgeon is carried.

Taking Cargo on through bills of lading to all Yangtze and Northern China Ports.
Taking Cargo and Passengers at through rates for all New Zealand Ports and other
Australian Ports.

For Freight or Passage, apply to—
BUTTERFIELD & SWIRE,
AGENTS.

Hongkong, 7th November, 1903.

PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

FOR	STEAMERS	DATE	REMARKS.
SINGAPORE, SOLOMON, and	"BANCA"	4 P.M., 11th	Freight only.
BOMBAY	J. B. Ferguson	November	
LONDON and ANTWERP, VIA	"SHANGHAI"	About 13th	Freight and
SINGAPORE, PENANG, and	A. Thompson, R.N.R.	November	Passage.
COLOMBO, PORT SAID, and			
MALTA			
YOKOHAMA, VIA SHANG-	"MANILA"	About 16th	Freight and
HAIR, MOJI, and	H.G.L. Lewis, R.N.R.	November	Passage.
(Passing through the Inland Sea)			
LONDON, &c.	"MALTA"	Nov. 21st	See Special
	O.L. Daniel	November	Advertisement.
SHANGHAI	"BALASARAT"	About 21st	Freight and
	F.R. Sammers	November	Passage.

Calling at Penang if sufficient inducement offers.

For further Particulars, apply to
E. A. HEWETT,
Superintendent.

Hongkong, 11th November, 1903.

CANADIAN PACIFIC RAILWAY CO.'S ROYAL MAIL STEAMSHIP LINE.

THE FAST ROUTE BETWEEN CHINA, JAPAN AND EUROPE, VIA CANADA
AND THE UNITED STATES.
CALLING AT SHANGHAI, NAGASAKI, KOBE, YOKOHAMA AND
VICTORIA, B.C.

SAFETY.	SPEED.	PUNCTUALITY.
"Empress" Twin Screw Steamships—6,000 Tons—10,000 Horse-Power—Speed 19 knots.		

SAVING THREE TO SEVEN DAYS ACROSS THE PACIFIC.

PROPOSED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION).	DATE
R.M.S. "EMPERESS OF INDIA" 6,000 Tons.	WEDNESDAY, 18th Nov. 1903
R.M.S. "EMPERESS OF JAPAN" 6,000 Tons.	WEDNESDAY, 16th Dec.
R.M.S. "EMPERESS OF CHINA" 6,000 Tons.	WEDNESDAY, 13th Jan. 1904
R.M.S. "ATHENIAN" 6,000 Tons.	WEDNESDAY, 27th Jan.
R.M.S. "EMPERESS OF INDIA" 6,000 Tons.	WEDNESDAY, 10th Feb.
R.M.S. "EMPERESS OF JAPAN" 6,000 Tons.	WEDNESDAY, 24th Feb.
R.M.S. "EMPERESS OF CHINA" 6,000 Tons.	WEDNESDAY, 9th Mar.
R.M.S. "ATHENIAN" 6,000 Tons.	WEDNESDAY, 30th Mar.
R.M.S. "EMPERESS OF INDIA" 6,000 Tons.	WEDNESDAY, 20th April
R.M.S. "ATHENIAN" 6,000 Tons.	WEDNESDAY, 27th April
R.M.S. "EMPERESS OF JAPAN" 6,000 Tons.	WEDNESDAY, 11th May

THE magnificent TWIN-SCREW "EMPERESS" STEAMSHIPS of this Line pass through
the famous INLAND SEA of JAPAN, and usually make the voyage YOKOHAMA
to VANCOUVER (B.C.) in 12 DAYS ("ATHENIAN" 14 DAYS), saving
THREE DAYS to a WEEK in the Trans-Pacific journey and make connection at Vancouver
with the PALATIAL OVERLAND TRAINS of the CANADIAN PACIFIC RAILWAY,
which leave daily, and cross the Continent FROM THE PACIFIC TO THE ATLANTIC
WITHOUT CHANGE in 97 hours. Close connection is made at Montreal, Quebec, Halifax,
New York and Boston with all Trans-Atlantic Lines, which passengers to Great Britain and the
Continent are given choice of.

Passengers Booked through to all principal points and AROUND THE WORLD. Return
tickets to various points at reduced rates. Good for 4, 6, 9, and 12 months.
SPECIAL RATES (First class only) granted to Missionaries, Members of the Naval
Military, Diplomatic, and Civil Services, and to European Officials in the Service of China and
Japan Governments.

The attractive features of this Company's route embrace its PALATIAL STEAMSHIPS,
(second to none in the World), the LUXURANCE OF ITS TRANS-CONTINENTAL
TRAINS (the Company having received the highest award for same at Chicago World's
Exhibition), and the diversity of MAGNIFICENT MOUNTAIN AND LAKE SCENERY
through which the Railway passes.

THE DINING CARS and MOUNTAIN HOTELS of this route are owned and operated
by the Company, and their appointments and Cuisine are unequalled.
For further information, Maps, Guides, Books, Rates of Passage and Freight, apply to
D. E. BROWN, General Agent,
Pender Street.

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AUSTRIAN LLOYD'S STEAM NAVI- GATION COMPANY.

STEAM TO SHANGHAI, YOKOHAMA
AND KOBE.

THE Company's Steamship
"CHINA,"
Captain Ivalich, will leave for the above places
on TUESDAY, the 17th inst., 7 P.M.
For Freight or Passage, apply to
SANDER, WIELER & CO.,
Agents,
Princes' Buildings,
Hongkong, 10th November, 1903.

EASTERN AND AUSTRALIAN STEAM-
SHIP COMPANY, LIMITED.

FOR SYDNEY AND MELBOURNE.
Calling at PORT DARWIN and QUEEN-
SLAND PORTS, and taking through Cargo to
ADELAIDE, NEW ZEALAND, TASMANIA,
&c.

THE Steamship

"EMPIRE,"
Captain P. T. Helms, will be despatched for the
above ports on WEDNESDAY, the 18th
November, at NOON.
This well-known Steamer is specially fitted
for Passengers, and has a Refrigerating Chamber,
which ensures the supply of Fresh Provi-
sions, Ice, &c., throughout the voyage.
This Steamer is installed throughout with the
Electric Light.

A stewardess and a duly qualified surgeon
are carried.

N.B.—To ensure the additional comfort of
passengers, the Steamers of the Company have
electric fans fitted in staterooms.

For Freight or Passage, apply to
GIBB, LIVINGSTON & CO.,
Agents,
Hongkong, 22nd October, 1903.

THE AMERICAN ASIATIC STEAM-
SHIP COMPANY.

STEAMSHIP SERVICE FOR NEW
YORK VIA THE SUEZ CANAL.

THE Steamship
"HERMISTON," Captain W. T. Bain,
will be despatched on or about WEDNESDAY,
the 18th NOVEMBER.

For Freight, &c., apply to
SHEWAN, TOMES & CO.,
General Agents,
Hongkong, 23rd October, 1903.

AUSTRIAN LLOYD'S STEAM NAVI- GATION COMPANY.

STEAM FOR
FIUME AND TRIESTE (DIRECT),
CALLING AT SINGAPORE, PENANG,
COLOMBO, BOMBAY, KARACHI,
ADEN, SUEZ, and PORT SAID.

(Taking Cargo at through rates to the BRAZIL;
to SOUTH AFRICA, PERSIAN GULF, RED
SEA, BLACK SEA, LEVANT, VENICE and
ADRIATIC PORTS).

THE Company's Steamship

"NIPPON,"
Captain Klausberger, will be despatched as above
on FRIDAY, the 20th November, 2 P.M.
For information as to Passage and Freight,
apply to
SANDER, WIELER & CO.,
Agents,
Princes' Buildings,
Hongkong, 28th October, 1903.

"GLEN" LINE OF STEAMSHIPS.

FOR LONDON AND ANTWERP.

THE Steamship
"GLENSHIEL,"
Captain J. McGillivray, will be despatched as
above on FRIDAY, the 27th instant.

For Freight or Passage, apply to
MCGREGOR BROS. & GOW,
Hongkong, 6th November, 1903.

IMPERIAL GERMAN MAIL LINE.
NORDDEUTSCHER LLOYD.
HAMBURG-AMERIKA LINIE.

FOR SHANGHAI, NAGASAKI, HIOGO
AND YOKOHAMA.

THE Imperial German Mail Steamship
"PRINZ HEINRICH,"
OF THE NORDDEUTSCHER LLOYD,
Captain R. Heintze, due here with the out-
ward German Mail about TUESDAY night,
will leave for the above places about 12/24
hours after arrival.

NORDDEUTSCHER LLOYD.
For further Particulars, apply to
MELCHERS & CO.,
Agents,
Hongkong, 9th November, 1903.

NATAL LINE OF STEAMERS.

THE Undersigned GENERAL AGENTS
in CHINA and JAPAN for the above Line
are prepared to issue THROUGH BILLS
OF LADING for all the principal ports in
South Africa, in connection with INDO-
CHINA STEAM NAVIGATION CO.'s fortnightly
service hence to CALCUTTA. Sailings from
CALCUTTA for CAPE PORTS every fortnight.
For Freight and further particulars,
apply to
DODWELL & CO., LIMITED,
General Agents for China and Japan.
Hongkong, 4th August, 1897.

HONGKONG-MACAO LINE.

S.S. "WING CHAI,"
Captain Samuel Bell Smith,
DEPARTURES from Hongkong, on week
days, at 7.30 A.M.; on Excursion
Sundays, at 8.30 A.M.; from Macao week days
at 2 P.M. and Sundays about 7.30 P.M.

FARE—(week days) 1st Class (including cabin
and servants), \$3. Return Ticket \$5.
2nd Class \$1. 3rd Class 50 cents.

On Excursion Sundays 1st, 2nd, and 3rd Class
Single Ticket \$2. Return Ticket \$3. Return
Ticket including Tiffin and Dinner either on
board or at Macao Hotel \$5. On Sundays \$3
extra will be charged for each Cabin which has
accommodation for two or more Passengers.

Wharf at the Western end of Wing Lok
Street.

The Steamer runs an Excursion Trip Every
Sunday, and takes only 34 hours to reach Macao.
MING ON & CO.,
2nd Floor, 16, Victoria Street,
Hongkong, 8th September, 1903.

NOTICE TO CONSIGNEES.
BOSTON STEAMSHIP COMPANY.

NOTICE TO CONSIGNEES.
STEAMSHIP "SHAWMUT,"
FROM MANILA.

THE above Steamer having arrived, Con-
signees of Cargo are hereby requested to
send in their Bills of Lading for counter-
signature and to take immediate delivery of
their Goods from alongside.

Cargo impeding the discharge of the Vessel
will be landed and stored at Consignees' risk
and expense.
No Fire Insurance will be effected by us in
any case whatever.
DODWELL & CO., LD.,
Agents,
Hongkong, 6th November, 1903.

NOTICES TO CONSIGNEES BOSTON STEAMSHIP COMPANY.

NOTICE TO CONSIGNEES.
STEAMSHIP "SHAWMUT,"
FROM MANILA.

THE above Steamer having arrived, Con-
signees of Cargo are hereby requested to
send in their Bills of Lading for counter-
signature and to take immediate delivery of
their Goods from alongside.

Cargo impeding the discharge of the Vessel
will be landed and stored at Consignees' risk
and expense.
No Fire Insurance will be effected by us in
any case whatever.
DODWELL & CO., LD.,
Agents,
Hongkong, 6th November, 1903.

PORTLAND AND ASIATIC STEAM-
SHIP COMPANY.

NOTICE TO CONSIGNEES.
STEAMSHIP "INDRAPURA,"
FROM PORTLAND (OR), YOKOHAMA,
KOBE, AND MOJI.

THE above Steamer having arrived, Con-
signees of Cargo are hereby requested to
send in their Bills of Lading for counter-
signature, and to take immediate delivery of their
Goods from alongside.

Cargo impeding the discharge of the Vessel
will be landed and stored at Consignees' risk
and expense.
No Fire Insurance will be effected by us in
any case whatever.

ALLAN CAMERON,
General Agent,
Hongkong, 6th November, 1903.

OCEAN STEAMSHIP COMPANY,
LIMITED.

CHINA MUTUAL STEAM NAVI-
GATION COMPANY, LIMITED.

CONSIGNEES per Company's Steamer

"OANFA"

are hereby notified that the Cargo is being
discharged into Craft, and/or landed at the
Godowns of the Hongkong and Kowloon
Wharf and Godown Co., Ltd., where in both
cases it will be at Consignees' risk. The Cargo
will be ready for delivery from Craft or Godown
on and after the 8th instant.

Optional Cargo will be landed, unless notice
has been given prior to steamer's arrival.
All broken, chafed, and damaged Goods are
to be left in the Godowns, where they will be
examined at 11 A.M. on the 16th inst.

No Claims will be admitted after the Goods
have left the steamer's Godown, and all Goods
remaining undelivered after the 16th inst. will
be subject to rent.

All Claims against the Steamer must be
presented to the Undersigned on or before the
23rd inst., or they will not be recognised.
No Fire Insurance has been effected.

Butterfield & Swire,
Agents,
Hongkong, 9th November, 1903.

NAVIGAZIONE GENERALE
ITALIANA.
(Florio and Rabattoni United Companies.)

NOTICE TO CONSIGNEES.

FROM BOMBAY AND SINGAPORE.

THE Steamship
"ISCHIA,"
having arrived from the above ports, Consignees
of Cargo by her are hereby informed that their
Goods are being landed at their risk into the
Godowns of the Hongkong and Kowloon
Wharf and Godown Co., Ltd., whence delivery
may be obtained. Perishable Goods to be
taken delivery of immediately.

All damaged packages must be left in the
Godowns, and a certificate obtained from the
Godown Company, within seven days after the
vessel's arrival here, after which no claims will
be recognised.

No Fire Insurance has been effected, and
any Goods remaining in the Godowns after the
12th instant, will be subject to rent.

Butterfield & Swire,
Agents,
Hongkong, 5th November, 1903.

OCEAN STEAMSHIP COMPANY,
LIMITED.

CHINA MUTUAL STEAM NAVI-
GATION COMPANY, LIMITED.

CONSIGNEES per Company's Steamer

"ULYSSES"

are hereby notified that the Cargo is being
discharged into Craft, and/or landed at the
Godowns of the Hongkong and Kowloon
Wharf and Godown Co., Ltd., where in both
cases it will be at Consignees' risk. The Cargo
will be ready for delivery from Craft or Godown
on and after the 9th instant.

Optional cargo will be landed, unless notice
has been given prior to steamer's arrival.

All broken, chafed, and damaged Goods are to
be left in the Godowns, where they will be
examined at 11 A.M. on the 16th inst.

No Claims will be admitted after the Goods
have left the steamer's Godown and all Goods
remaining undelivered after the 16th inst. will
be subject to rent.

All Claims against the Steamer must be pre-
sented to the Undersigned on or before the
23rd inst., or they will not be recognised.
No Fire Insurance has been effected.

Butterfield & Swire,
Agents,
Hongkong, 7th November, 1903.

"BARBER" LINE OF STEAMERS.

NOTICE TO CONSIGNEES.

S.S. "SAGAMI,"
FROM NEW YORK.

CONSIGNEES of Cargo are hereby informed
that all Goods are being landed at their
risk into the Godowns of the Hongkong and
Kowloon Wharf and Godown Company, at
Kowloon, whence and/or from the wharves
delivery may be obtained.

No Claims will be admitted after the Goods
have left the Godowns, and all Goods remaining
undelivered after the 18th inst. will be subject
to rent.

All Claims against the Steamer must be pre-
sented to the Undersigned on or before the 20th
inst., or they will not be recognised.

All broken, chafed, and damaged Goods are
to be left in the Godowns, where they will be
examined on the 18th inst., at 3 P.M.

No Fire Insurance has been effected.
Bills of Lading will be countersigned by
DODWELL & CO., LIMITED,
Agents,
Hongkong, 9th November, 1903.

NOTICE TO CONSIGNEES.

THE P. & O. S. N. Co.'s Steamer

"CHUSAN,"

FROM BOMBAY, COLOMBO AND
STRAITS.

Consignees of Cargo by the above-named
vessel are hereby informed that their Goods are
being landed and placed at their risk in the
Hongkong and Kowloon Wharf and Godown
Company's Godowns at Kowloon, where each
consignment will be sorted out Mark by Mark,
and delivery can be obtained as soon as the
Goods are landed.

This Vessel brings on Cargo—
From London, &c., ex s.s. Britannia.
From Australia, ex s.s. Roma.
From Persian Gulf ex s.s. S. N. and
P. & P. S. N. Co.'s steamers.

Optional Goods will be landed here unless
instructions are given to the contrary before
1 P.M. To-day.

Goods not cleared by the 13th inst., at 4 P.M.,
will be subject to rent.

No Fire Insurance will be effected by me in
any case whatever.

Damaged packages must be left in the Go-
dows for examination by the Consignee's and
the Company's representative at an appointed
hour.

All Claims must be presented within ten
days of the steamer's arrival here, after
which date they cannot be recognised.

No Claims will be admitted after the Goods
have left the Godowns.

E. A. HEWETT,
Superintendent.
Hongkong, 7th November, 1903.

GRIMAULT & Co Medicinal Skin Soap

Recommended by eminent Derma-
tologists and adopted in the
Paris Hospitals in the treatment
of Ringworm, Acne, Psoriasis,
Eczema and Skin diseases ge-
nerally.

8, RUE VIVIERNE, 8
Paris

THE BEST
THE OLDEST
THE CHEAPEST
BELT IN THE WORLD

IS
GANDY'S

"THE GANDY BELT,"
ENGLAND.

SOLE AGENTS:
LUTGENS, RINSTAMANN & CO.,
HONGKONG

**BUDWEISER
BEER**

EXTRA PALE LAGER IN CLEAR BOTTLES,
OF UNIVERSAL POPULARITY.

**ANHEUSER BUSCH BREWING
ASSOCIATION, ST. LOUIS.**

THE BEER IS BREWED OF BEST SAZER HOPS and
finest Barley Malt only, and warranted not to
contain Chemicals in any form.

The Beer is sterilized after being bottled, and
full mature age insures its fine condition in any
climate. Beautifully bright, selectively spark-
ling, and perfectly pure.

F. BLACKHEAD & CO.,
Sole Agents.
Hongkong, 25th July, 1903.

NOT RESPONSIBLE FOR DEBTS.

NEITHER the CAPTAIN, the AGENTS, nor
the OWNEES will be RESPONSIBLE
for any DEBT contracted by the Officers or
the Crew of the following Vessels during their
stay in Hongkong Harbour—

BALLIANT, British 4-m. bark, Geo. Cowlishaw,
Standard Oil Co.

HELENA WYMAN, Amr. barque, D. A. Vanhon,
—Captain.

Rose, British barque, Pow.—Stevens & Co.

The Young American Cigars.

The very thing for smokers of discrimination!
A delicate and exquisite flavour, which has
charmed everyone who has smoked them.

Give them a trial.

3120-1

MUSIC.

